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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Construction and Installations
on Brandenburg/Briest Airfield

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report and a
map pertaining to Brandenburg/Briest airfield. The report gives in-
formation on the runway, the taxi-tracks, roads, rail spurs, AA guns,
sheds, POL depots and workers. The map shows the locations of the
construction and installations.

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EAST GERMANYAIR/MILITARYBRANDENBURG/BRIEST AIRFIELD

1. Attached at Appendix "A" is a sketch (overlay Germany 1 : 25,000 map) showing the location of construction work and other items on BRANDENBURG/BRIEST airfield.

2. No. 1 on the sketch: this is the main runway. At present work is under way at the E end of it only. The work consists in adding a cement thickness of some 40 cm. on top of the existing runway. Small parts of the runway, where bombs fell during the war and which are in a very bad state of repair, are being completely renewed, i.e. are being excavated and relaid with the additional cement depth on top, but for the most part the new cement is being laid on top of the old.

3. The sections of the main runway shown in black on the sketch represents the part being dealt with at present. From the E end of the runway alternate cement strips have been given their additional 40 cm. depth for a distance of some 1000 m.

4. No. 2 marks the route of the new connecting track and taxi-track which are to be built. At present clearing and levelling work is going on here. Judging by the levelling work these new tracks will be some 20 m. wide. The S-E corner will be rounded, where the connecting track joins the taxi-track. No work is at present being undertaken on existing taxi-tracks on the airfield, or on the NW - SE runway.

5. No. 3 marks some of the existing cement roads on the airfield. So far as is known no new roads are being built.

6. No. 4 marks the rail spur to the airfield. It is unchanged. Near the main cement-mixing point (marked No. 7 on the sketch) two new rail lines are being laid parallel with the main rail spur.

7. No. 5 marks the main entrance to the airfield. It is guarded by E.G.A.F. sentries. The airfield is only fenced in on the S side.

8. No. 6 marks two wooden sheds standing close to the main entrance. One contains H.O. shops while the other serves as accommodation for Industrie Bau BRANDENBURG (IBB). IBB was formerly ITB but the title was changed on 1.1.60.

9. At present 100 - 120 members of IBB are working on the site. They are organised into a cement brigade, an earth-moving brigade, a workshop brigade and a carpentry brigade. All the workers are employed near the E end of the main runway except for a small number working at the cement-mixing point. At present the workers do only one shift per day but there is talk of beginning two shifts per day in the near future.

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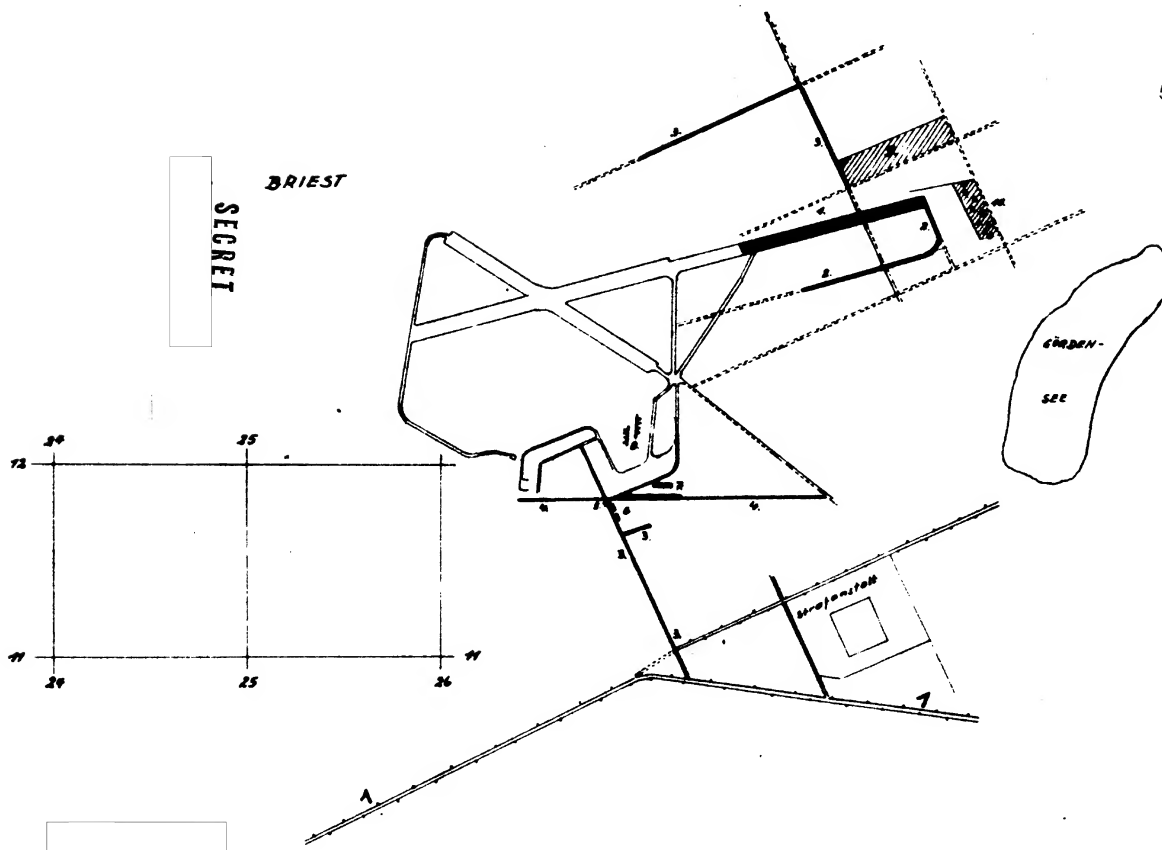
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10. No. 7 marks the cement-mixing point. There are 5-6 cement mixers, each with a capacity of 500 litres. They are set up in a line alongside the rail spur. The prepared cement is moved to the construction area in 3 tipper trucks, one of which is the East German G5 model and the other 2 are STIEB vehicles of Soviet manufacture.
11. No. 8 marks the place where the helicopters are parked.
12. No. 9 marks the location of the tents where the troops of the EGA A/A units live.
13. No. 10 marks the location of the A/A guns of the EGA unit which arrived on the airfield on 2-3 April.
14. Near the rail spur there is a shed filled with cement for use by EGAF troops. EGAF trucks take cement from this shed into the area of the airfield buildings. The IBB workers understand that the EGAF troops need this cement to make repairs to various of the airfield buildings which require strengthening.
15. Location of ammo or POL depots or dumps on the airfield is not yet known.
16. It is not known whether or where U-shaped concrete bunkers have been dug in on the airfield.

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